

Established February, 1845.

PRICE, \$2 PER MONTH.

### Shipping.

24: Hongkong, November 16, 1886, 21



## For Sale.

**MacEwen, Frickel & Co.**  
VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.

**HAVE FOR SALE**  
THE FOLLOWING  
**STORES.**

EX AMERICAN MAIL STEAMER.

Smoked HAMS.  
Golden SYRUP in Gallon Tins.  
Assorted SYRUPS.  
COTTAGE'S TABLE FRUITS.  
ASPARAGUS.  
Queen OLIVES.  
Sausage MEAT.  
CAVIAR.  
Potted MEATS.  
MACKEREL in 5lb Tins.  
Eagle BRAND MILK.  
Lamb's TONGUES.  
Green CORN.  
Baked BEANS.  
BROWN.

A LARGE ASSORTMENT  
OF  
**COOKING AND PARLOUR**  
**STOVES.**

AGATE IRON WARE COOKING  
UTENSILS.  
WUFFLE IRONS.  
CHARCOAL IRONS.  
KEROSENE LAMPS.  
NONPAREIL KEROSENE OIL.

**WINES, &c.**

SPARKLING SAUMUR, Pils. & Qls. @  
21 and 22.  
CUP CHAMPAGNE, Pils. & Qls. @ \$12  
and \$14.  
SACCOFF'S SHERRY.  
SACCOFF'S INVALID PORT.  
ROYAL GLENDEE WHISKY.  
JAMESON'S WHISKY.  
CRO BOTTLING WHISKY.  
HERRING'S CHERRY CORDIAL.  
ASSORTED LEQUEURS.  
DRAUGHT, ALE and PORTER.  
&c., &c., &c.

THE USUAL ASSORTMENT  
OF

**OILMAN'S STORES,**

at the  
Lowest Possible Prices  
FOR CASH.

**MacEwen, Frickel & Co.**

Hongkong, July 1, 1886. 1265

## To Let.

**ROOMS in 'COLLEGE CHAMBERS'**

No. 12, HOLLYWOOD ROAD.

No. 12, SEYMOUR TERRACE.

Apply to  
**DAVID SASSOON, SONS & Co.**

Hongkong, November 12, 1886. 632

## TO LET.

**FIVE-ROOMED HOUSE at the Peak,**

Good TENNIS GROUND attached.

Apply to  
**DENNIS & MOSSOP.**

Hongkong, January 28, 1886. 192

## TO BE LET.

**THE NEW PREMISES, BANK BUILDING,**

immediately opposite the Hongkong Hotel's Main Entrance, One Handsome Plate-Glass Shop Frontage of 40 feet.

**GODOWNS at West Point—Large and Small.**

Apply to  
**SHARP & Co.**

1862

## Notices to Consignees.

**FROM LONDON, PENANG AND SINGAPORE.**

**THE S.S. Glenagair** having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk from the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day, the 19th Instant.

Cargo remaining undelivered after the 26th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**JARDINE, MATHESON & Co.**

Hongkong, November 19, 1886. 2204

**FROM HAMBURG, PENANG AND SINGAPORE.**

**THE S.S. Iphigenia**, Capt. L. Volz, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk from the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-morrow, the 17th Instant.

Cargo remaining undelivered after the 23rd Instant will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
**SIEMSEN & Co.**

Hongkong, November 16, 1886. 2183

## Notices to Consignees.

**SHIRE LINE OF STEAMERS.**

**NOTICE TO CONSIGNEES.**

**S.S. DENBIGHSHIRE**, FROM HAMBURG, ANTWERP, LONDON, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned at Wharves, behind the premises known as No. 3, 'Big Buildings,' whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 23rd Instant will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd November, 1886, or they will not be recognised.

The Insurance has been effected.

Bills of Lading will be countersigned by  
**ADAMSON, BELL & Co., Agents.**

Hongkong, November 16, 1886. 2178

**To-day's Advertisements.**

**STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.**

**ROMHAY, MADRAS, CALCUTTA, AND AUSTRALIA.**

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

**SPICE OILS LANDED at PLYMOUTH.**

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship CATHAY**, Captain E. Ashdown, with Her Majesty's Mail, will be despatched from this port for LONDON, via BOMBAY and SUEZ CANAL, on Wednesday, the 24th November, at Noon.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route to Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MALACCA.

**E. L. WOODIN, Acting Superintendent.**

Hongkong, November 22, 1886. 2222

**To-day's Advertisements.**

**THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.**

**FOR MANILA VIA AMOY.**

The Co.'s Steamship *Esmeralda*, Captain TALBOT, will be despatched for the above Ports on WEDNESDAY, the 24th Inst., at 5 p.m.

For Freight or Passage, apply to  
**RUSSELL & Co., General Managers.**

Hongkong, November 22, 1886. 2223

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY AND TAIWANFOO.**

The Co.'s Steamship *Pomona*, Captain HANCOCK, will be despatched for the above Ports on FRIDAY, the 26th Inst., at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARPAK & Co., General Managers.**

Hongkong, November 22, 1886. 2218

**FOR SANDAKAN.**

The German Barque *F. H. Drees*, Captain ROTHEBACH, will be despatched as above on the 30th Inst.

For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co., Agents.**

Hongkong, November 22, 1886. 2224

## To-day's Advertisements.

**PUBLIC AUCTION.**

**THE Undersigned has received instructions to Sell by Public Auction, on**

**FRIDAY,**

the 26th November, 1886, at 11 a.m., at the Kowloon Godown Co.'s Godown, (For Account of whom it may Concern),

**Ex Botai.**

About 240 Pack-ops FIRE CRACKERS, each 8 boxes.

About 380 Cases CASSIA LIGNEA, 33. 00. PRESERVED GINGER.

All more or less damaged by Sea Water.

TERMS OF SALE.—Cash before delivery.

**G. R. LAMBERT, Auctioneer.**

Hongkong, November 22, 1886. 2221

**NOTICE.**

**THE SPANISH CONSULATE.**

I HAVE This Day taken Charge of the SPANISH CONSULATE at this Port, which has been REMOVED to the First Floor of No. 6, Queen's Road Central.

The hours for the despatch of Official Business are from 11 a.m. to 1 p.m., and from 2 to 4 p.m. every day, Sundays excepted.

**C. DE RIBERA.**

Spanish Consulate, Hongkong, November 16, 1886. 2219

**TO LET.**

WITH immediate occupation the Commodious PREMISES known as the P. & O. Old Offices, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION.

For further Particulars, apply to the Undersigned.

**E. L. WOODIN, Acting Superintendent.**

Hongkong, November 22, 1886. 2220

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Hongkong, November 22, 1886. 2224

**Vessels Advertised as Loading.**

**Destination.**

**Vessel.**

**Captain.**

**Agents.**

**Date of Loading.**

**Destination.**

**Vessel.**

**Captain.**

**Agents.**

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**Vessel.**

**Captain.**

**Agents.**

**Date of Loading.**

## To-day's Advertisements.

**FOR LONDON VIA SUEZ CANAL.**

The Steamship *Quincy*, Captain QUARTZ, will be despatched as above TO-MORROW, the 23rd Instant, at 3 p.m.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.**

Hongkong, November 22, 1886. 2215

**FOR SHANGHAI.**

The Steamship *Ningpo*, Capt. L. P'ERVILLE, will be despatched for the above Port TO-MORROW, the 23rd Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to  
**SIEMSEN & Co.**

Hongkong, November 22, 1886. 2216

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

**FOR SWATOW, AMOY & TAIWANFOO.**

The Co.'s Steamship *Pomona*, Captain HANCOCK, will be despatched for the above Ports on FRIDAY, the 26th Inst., at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARPAK & Co., General Managers.**

Hongkong, November 22, 1886. 2217

**Not Responsible for Debts.**

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

**BATAVIA**, British barque, Capt. Nelson.

**ENOS SOUL**, American ship, Capt. J. T. Soule.

**ESSE**, German brig, Capt. E. Schwartz.

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# CHINA COAST METEOROLOGICAL REGISTER.

NOVEMBER 21. — AT 4 P.M.

Observation.	Temperature to surface and 30" Feb.	Temperature at 60"	Humidity.	Wind. Direction, Force.	Weather.	Dist. land in miles.	Bar.	Therm.	Wet bulb.
Amoy.....	30. 01	83	76	sw 1	c	0	11		
Amoy.....	30. 02	79	76	sw 1	c	0	11		
Amoy.....	30. 09	71	64	z 2	o	0	11		
Amoy.....	30. 10	71	64	z 2	o	0	11		
Amoy.....	30. 19	65	80	nw 1	b	0	11		
Amoy.....	30. 20	65	80	nw 1	b	0	11		
Amoy.....	30. 21	65	80	nw 1	b	0	11		
Amoy.....	30. 22	65	80	nw 1	b	0	11		
Amoy.....	30. 23	65	80	nw 1	b	0	11		
Amoy.....	30. 24	65	80	nw 1	b	0	11		
Amoy.....	30. 25	65	80	nw 1	b	0	11		
Amoy.....	30. 26	65	80	nw 1	b	0	11		
Amoy.....	30. 27	65	80	nw 1	b	0	11		
Amoy.....	30. 28	65	80	nw 1	b	0	11		
Amoy.....	30. 29	65	80	nw 1	b	0	11		
Amoy.....	30. 30	65	80	nw 1	b	0	11		
Amoy.....	30. 31	65	80	nw 1	b	0	11		
Amoy.....	30. 32	65	80	nw 1	b	0	11		
Amoy.....	30. 33	65	80	nw 1	b	0	11		
Amoy.....	30. 34	65	80	nw 1	b	0	11		
Amoy.....	30. 35	65	80	nw 1	b	0	11		
Amoy.....	30. 36	65	80	nw 1	b	0	11		
Amoy.....	30. 37	65	80	nw 1	b	0	11		
Amoy.....	30. 38	65	80	nw 1	b	0	11		
Amoy.....	30. 39	65	80	nw 1	b	0	11		
Amoy.....	30. 40	65	80	nw 1	b	0	11		
Amoy.....	30. 41	65	80	nw 1	b	0	11		
Amoy.....	30. 42	65	80	nw 1	b	0	11		
Amoy.....	30. 43	65	80	nw 1	b	0	11		
Amoy.....	30. 44	65	80	nw 1	b	0	11		
Amoy.....	30. 45	65	80	nw 1	b	0	11		
Amoy.....	30. 46	65	80	nw 1	b	0	11		
Amoy.....	30. 47	65	80	nw 1	b	0	11		
Amoy.....	30. 48	65	80	nw 1	b	0	11		
Amoy.....	30. 49	65	80	nw 1	b	0	11		
Amoy.....	30. 50	65	80	nw 1	b	0	11		
Amoy.....	30. 51	65	80	nw 1	b	0	11		
Amoy.....	30. 52	65	80	nw 1	b	0	11		
Amoy.....	30. 53	65	80	nw 1	b	0	11		
Amoy.....	30. 54	65	80	nw 1	b	0	11		
Amoy.....	30. 55	65	80	nw 1	b	0	11		
Amoy.....	30. 56	65	80	nw 1	b	0	11		
Amoy.....	30. 57	65	80	nw 1	b	0	11		
Amoy.....	30. 58	65	80	nw 1	b	0	11		
Amoy.....	30. 59	65	80	nw 1	b	0	11		
Amoy.....	30. 60	65	80	nw 1	b	0	11		
Amoy.....	30. 61	65	80	nw 1	b	0	11		
Amoy.....	30. 62	65	80	nw 1	b	0	11		
Amoy.....	30. 63	65	80	nw 1	b	0	11		
Amoy.....	30. 64	65	80	nw 1	b	0	11		
Amoy.....	30. 65	65	80	nw 1	b	0	11		

NOVEMBER 22. — AT 11 A.M.

Amoy.....	30. 54	85	75	s 1	b	0	11		
Amoy.....	30. 55	79	75	s 1	b	0	11		
Amoy.....	30. 56	69	64	w 4	b	0	11		
Amoy.....	30. 57	69	64	w 4	b	0	11		
Amoy.....	30. 58	69	64	w 4	b	0	11		
Amoy.....	30. 59	69	64	w 4	b	0	11		
Amoy.....	30. 60	69	64	w 4	b	0	11		
Amoy.....	30. 61	69	64	w 4	b	0	11		
Amoy.....	30. 62	69	64	w 4	b	0	11		
Amoy.....	30. 63	69	64	w 4	b	0	11		
Amoy.....	30. 64	69	64	w 4	b	0	11		
Amoy.....	30. 65	69	64	w 4	b	0	11		

The barometer has risen. The temperature is moderate, the humidity low and the weather fine in the South. No telegrams have been received from the North.

W. DOBERCK,  
Government Astronomer,  
Hongkong Observatory, November 22.

1. BAROMETER, reduced to 89 degrees Fahrenheit, 30.11, and to the level of the sea in inches, 29.86 hundredths.

2. TEMPERATURE, in the shade in degrees, 69.5.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 75.

4. DIRECTION OF WIND, to two points.

FORCE OF WIND, according to Beaufort scale.

5. STATE OF WEATHER, b blue sky, c clear, d drizzling clouds, d drizzling rain, f fog, g gloomy, h hazy, i lightning, o overcast, p passing showers, r rain, s snow, t thunder, v visibility, w wet.

6. DRY, in inches, 29.86 and hundredths.



## A FRENCH CONSULAR TRAINING

M. Jules Dietz, in the *Journal des Debats*, describes a scheme which is about to be carried out to provide France with a specially trained class of men as officials for her colonial possessions. It has been decided to establish in connection with the Ecole des Sciences Politiques at Paris a colonial school, which will be under the direction of a competent staff of professors, including the well-known writer on economical subjects, M. Paul Leroy-Beaulieu. The course of studies will occupy two years, and include such subjects as the administrative and financial organization of France, the history of the treaties of commerce concluded since 1789, colonial geography, the English language, political economy, and the colonial system of the principal European Governments. In addition, they will be a special department for the training of pupils intended for the Far East under the direction of M. Silvestre, formerly Chief Justice in Cochinchina. His instruction will be given in Annamite law and government.

## COLD WATER FOR BATHS.

The use of cold water as a bath for ordinary health purposes—we (Lancet) are not speaking of its use for the strictly medical purpose of reducing the temperature of the body in certain cases of disease—is purely reactionary. The cold bath is only useful, or even safe, when it produces a rapid return of the blood to the surface immediately after the first impression made, whether by immersion or effusion. The surface must be quickly rewarmed, and there must be a glow of heat. If these effects are not rapidly apparent, cold bathing is bad; and no such effects are likely to be produced unless the circulation be vigorous and both the heart and blood-vessels are healthy. Great mistakes are made, and serious and even fatal results arising out of the untimely use of the cold bath by the weak or unsound. Moreover, it is necessary to bear in mind that there is seldom too much energy to spare after middle age, and it is seldom expedient for persons much over forty to risk cold bathing. We would go so far as to say that no one above that age should use the tub quite cold unless under medical advice. It is possible to be apparently robust and, for all the average purposes of life, healthy, and yet to have such disabilities rising out of the system as to render measures, even in the matter of cold bathing, perilous.

## THE CHURCH CONGRESS AND POLYGYAMY.

At the meeting of the Church Congress held in England in the beginning of last month, the question 'How may difficulties arising from polygamy, slavery, and caste be best met?' was discussed. The Bishop of Exeter opened with a paper the arguments of which he applied to Central Africa and China, as well as to India, Burma, and Japan. His conclusions were in favour of the baptism of polygamists, and the practice of polygamy was opposed to the original institution of marriage and to the will of God. Christianity in time would abolish polygamy. The question now was not whether a convert might after baptism take more wives than one, but whether the man who had married more than one in the days of his darkness should be refused baptism unless he put away all wives but one, and whether the second and other wives ought to be refused baptism unless they left the husband. General Gordon asked that the practice of polygamy should be retained in the days of his darkness should be refused baptism unless he put away all wives but one, and whether the second and other wives ought to be refused baptism unless they left the husband. General Gordon asked that the practice of polygamy should be retained in the days of his darkness should be refused baptism unless he put away all wives but one, and whether the second and other wives ought to be refused baptism unless they left the husband.

## MARINE INSURANCE.

The London & China Express of the 15th ultimo says:—When Greek meets Greek we all know what is popularly supposed to be the result, and the notice of the Marine Insurance Company which appears in our Advertisement Columns seems to herald a tug of war quite as determined as any in which the valour of Hellenes might engage. The rates at which this, and we believe a number of other London Companies, are prepared to issue policies are not pretended to be remunerative, but according to the statement of those who are responsible for them, they have been compelled to adopt them as a measure of defence against the China houses who, it is said, not content with a virtual monopoly of the Eastern trade, have made strenuous efforts, not uncrowned with success, to secure a portion of the Colonial. This the London houses say has been effected by adoption of the bonus system, and it is very certain that if the war of rates which is looming in the immediate future is at all a protracted one, no company will find it an easy matter to return any profits in the shape of a bonus. The opponents of the bonus system deny it on the ground that the profits are split to find its way into other pockets than those of the real insurers, who, they say, should be entitled to any profit that is returnable. Of course, owners of goods on which insurances are effected should be the best judges as to whether they are content to insure under a system by which their agents, as more or less nominal shareholders in bonus-retaining companies, derive any pecuniary benefit other than the ordinary commission, they themselves being ineligible for such benefits by reason of not being shareholders; but one thing is certain, that under a compromise is very speedily arrived at, a state of things most disastrous to the insurance world, and only comparable to the railway wars in America, must inevitably result. It is most desirable, therefore, that the London houses should be convinced that the London houses will gladly relinquish any idea of cutting into the China trade, if the Colonial trade be guaranteed from unfairness on the part of the China companies. The latter have temporarily raised their rates at a very considerable reduction, though not yet at so low a figure as their rivals, and nothing now remains but to await the issue of events and hope for a speedy and satisfactory settlement of the difficulty.

## NEW USE FOR SUGAR.

Mr Thomson Hankey, of Shipborne Grange, Tunbridge, writes to the *Times*:—'My attention has been attracted by a new use for sugar, which, at the present low price of that article, might be capable of being practically applied. Experiments have recently been made proving that sugar is a valuable ingredient in mortar and cement, having a strong binding quality. Equal quantities of finely powdered lime of a very common kind were mixed with an equal quantity of good brown sugar, with the addition of water, and the result was a cement of exceptional strength. This has been tried at the thorough testing of a large piece of masonry of the broken masonry of a window having been joined firmly together by sugar mortar. The severest test is joining glass, which gives no hold to mortar without the use of lead, and this has been successfully done. The fact appears to be certain that sugar produces an extraordinary effect on lime when the latter has been allowed to fall into a fine powder and has been thoroughly slaked. Particles of unslaked lime would destroy the result, because of their expansion, which would make the mortar fall. The sugar mortar thus made will be found, I believe, to be as good as Portland cement; and the only question, therefore, would be one of cost; and it is probable that Portland cement itself would be made much stronger by the addition of sugar. Treacle might have the same effect. It is not necessary to mention in detail the numerous small experiments which have been made. It is a matter which any one can test for himself by joining bricks with sugar and water, and by joining others with sugar and treacle added to the cement. The fact that cement and lime form a definite chemical compound has long been known. It is used indeed, for various purposes, and it may be hoped that the suggestion of its use as an ingredient in mortar may be turned to practical account by builders and cement manufacturers. It has been suggested to me that the use of sugar is the secret of the success of the old Roman mortar.'

## INSURANCES.

## LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE, on Buildings or on Goods stored there, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. Protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
ARNOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.

Hongkong, January 4, 1897. 100

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER, OF HIS Majesty King George the First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.  
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at current rates.

Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872. 496

NOTICE.  
QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 10 per cent. net premium per annum.

NORTON & Co., Agents.  
Hongkong, May 19, 1891. 938

## Intimations.

## GRIFFITH'S NEW VIEWS OF HONGKONG

NOW READY,  
1, DUDELL STREET.

GRIFFITH & Co.,  
MANUFACTURERS  
OF THE

LONDON-ERATED WATERS.  
1, DUDELL STREET.

Continuous to Supply:  
SODA WATER, LEMONADE,  
Tonic, Quinine, RASPBERRY,  
SARSAPILLA, &c., &c., &c.

At the same Moderate Charges.  
Hongkong, June 9, 1885. 957

THE HONGKONG AND KOWLOON  
WHARF, GODOWN AND CARGO-  
BOAT COMPANY.

THIS Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-shipping, and/or Store GENERAL CARGOES, SUGAR, OILS, COTTON, GRAIN or MERCHANDISE in First-Class Godowns at *Chung King*. Also COALS in specially constructed Sheds. For the convenience of Commanders and Shippers the Company's launch *Hongkong* will convey to and from the wharves at every hour from 6 a.m. to 6 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to  
W. KERFOOT HUGHES,  
Agent,  
Pedder Street.

Hongkong, February 17, 1886. 331

## DENTISTRY.

FIRST CLASS WORKMANSHIP.  
MODERATE FEES.

MR. WONG TAI-FONG,  
Surgeon Dentist,  
(FORMERLY ARTIFICIAL APPLIANCE AND LATER ASSISTANT TO DR. ROBERTS.)

At the urgent request of his European and American patients, and friends, he has TAKEN THE OFFICE formerly occupied by Dr. Roberts.

No. 2, DUDELL STREET.

CONSULTATION FREE.  
Discount to missionaries and families.  
Sole Address.

2, DUDELL STREET.  
(Next to the New Oriental Bank.)  
Hongkong, January 12, 1885. 66

## MANILA SLIP COMPANY, LIMITED.

THIS Company having COMPLETED the SLIPWAY and WORKS at Calico (Cavite) is now prepared to undertake the REPAIRS OF VESSELS, and other SHIPBUILDING WORK, under the Direction of an experienced Engineer and Superintendent from one of the principal Shipyards of the U.S.A.

Dimensions and principal Particulars of Patent Slip and Ship-yard at Calico (Cavite):

Length of centre ways of Slip—320 feet.  
Length of Slip inside—270 "

Width of Slip inside—20 " to 270 "

Inclination of ways 1 in 18

Depth at outer end (high water to rails)—26 "

Length of Slip rail dry at low water—415 "

Length of Slip rail extreme high water—350 "

Height of crane-rails to keel blocks—fore end—2 ft 9 in.

after end—7 ft 6 in.

Rise and fall of tide—extremes—5 ft 6 in.

average neaps—3 ft 9 in.

Width of ways, centre to centre of side rails—27 "

Capacity of the Slip in gross tonnage—2,500 tons.

(Note.—This last particular must depend on the draught and build of vessel.)

Working capacity of hydraulic hoisting gear—2,000 tons.

The site of the Company's works is on a perfectly sheltered bay, where Vessels can lie and work be carried on in any weather.

THE REPAIRING SHOPS include PLATING and BOLTER SHOPS, SAWYER, SHOP and SAW-MILL, with a full equipment of appliances for every class of REPAIRS to STEAMERS and SAILING SHIPS, WOOD and IRON, and the BUILDING of SMALL CRAFT of all kinds, up to about 200 Tons.

PEELE, HUBBELL & Co.,  
Agents.  
Hongkong, November 1, 1886. 2071

## Mails.

## NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIPOLI, BRINDISI.

ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 29th day of November, 1886, at Noon, the Company's Steamship *BRITANNIA*, Captain SCHMIDT, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 28th November. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to

MELOHERS & Co.,  
Agents.

Hongkong, November 16, 1886. 2181

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, via Yokohama, on TUESDAY, 23rd November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to Jardine's Wharf.  
3. From Jardine's Wharf to the Harbour Master's Office.  
4. From Harbour Master's Office to the F. and O. Co.'s Office.  
5. From F. and O. Co.'s Office to Pedder's Wharf.  
6. From Pedder's Wharf to the Naval Yard.  
7. From Naval Yard to Blue Buildings.  
8. From Blue Buildings to East Point.  
9. From East Point to North Point.  
10. Kowloon Wharves.  
11. Jardine's Wharf.

Vessel's Name.	Arch. or Reg.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Anatolia	..	Anderson	Brit.	str.	678	Jan. 31	Russell & Co.	K'loon Dock
Belgo	..	Walker	Brit.	str.	4218	Nov. 14	O. & S. S. Co.	Y'ham & San Francisco
Bellerophon	..	Guthrie	Brit.	str.	1306	Nov. 21	Butterfield & Swire	
Cairnrig	..	Pearse	Brit.	str.	1166	Nov. 14	Russell & Co.	Bangkok
Cathay	..	Ashdown	Brit.	str.	1384	Nov. 16	P. & O. S. N. Co.	Europe, &c.
Cathay	..	Darke	Brit.	str.	1303	Nov. 17	Russell & Co.	24th inst.
Cicero	..	George	Brit.	str.	1040	Nov. 20	Mitsui Bussan Kaisha	Kutehinotzu
City of New York	..	Searle	Amer.	str.	3123	Nov. 8	M. S. S. Co.	San Francisco, &c.
Crossader	..	Rowin	Brit.	str.	652	May 23	Wielor & Co.	To-morrow
Dalila	..	Mooney	Brit.	str.	463	Nov. 23	Brando & Co.	K'loon Dock
Don Juan	..	Marquez	Span.	str.	483	Nov. 22	Russell & Co.	Amoy & Manila
Emeralda	..	Hamlin	Brit.	str.	395	Nov. 22	Russell & Co.	Amoy and Manila
Fidelle	..	Broek	Ger.	str.	652	Nov. 22	Wielor & Co.	Swatow
Frogr	..	Lund	Dan.	str.	419	Nov. 20	Arnhold, Karberg & Co.	Shanghai
Glencoe	..	Park	Brit.	str.	1837	Nov. 19	Jardine, Matheson & Co.	To-day
Gleonear	..	Quarty	Brit.	str.	1405	Nov. 21	Jardine, Matheson & Co.	To-morrow
Greyhound	..	Thoms	Brit.	str.	1086	Nov. 22	Adamson, Hall & Co.	K'loon Dock
Hangchow	..	Robinson	Brit.	str.	981	Nov. 22	Gibb, Livingston & Co.	
Island	..	Allason	Ger.	str.	1169	Nov. 20	Mitsui Bussan Kaisha	
Jacob Christensen	..	Bjerck	Nor.	str.	427	Nov. 21	Wielor & Co.	
Johnn	..	Binge	Brit.	str.	1454	Nov. 22	Russell & Co.	Amoy and Tamsui
Metapedia	..	Purvis	Brit.	str.	826	Nov. 19	Douglas Steamship Co.	Shanghai
Namoa	..	Pocock	Brit.	str.	763	Nov. 21	Wielor & Co.	To-morrow
Ningpo	..	D'Egville	Brit.	str.	983	Nov. 21	Gibb, Livingston & Co.	Whuh
Norden	..	Davidson	Dan.	str.	254	July 2	W. & A. Co.	To-day
Partridge	..	Slavet	Brit.	str.	161	June 2	H. K. & W. Dock Co.	Laid up
Pilot Fish	..	Stapan	Ger.	str.	1150	Nov. 16	Siemssen & Co.	Salgon
Protes	..	Sorenson	Ger.	str.	470	Oct. 24	Arnhold, Karberg & Co.	Bangkok
Cartha	..	Hundewadt	Ger.	str.	385	Nov. 17	Siemssen & Co.	Hothow, &c.
Signal	..	Broughton	Brit.	str.	1236	Nov. 16	Order	To-morrow
Strathairly	..	Broughton	Brit.	str.	1236	Nov. 16	Order	To-morrow
Triton	..	Bloickn	Ger.	str.	1142	Nov. 18	Siemssen & Co.	To-morrow